

SECTION II
NAVIGATION PUBLICATIONS

NM 20/02

SAILING DIRECTIONS CORRECTIONS

PUB 124 8 Ed 2001 LAST NM 17/02

Page 4—Lines 9 to 28/R; strike out.
(NIMA) 20/02

Page 6—Line 6/L; insert after:

Pilotage.—Pilotage is compulsory and is available 24 hours. Vessels should send their draft and ETA at the pilot boarding position 12 hours in advance through Demerara (8RB). Pilots board close NE of Safe Water Pillar Lighted Buoy (6°56.96'N., 53°08.68'W.).

The pilot station also provides pilotage for New Amsterdam, the Berbice River, and the Essequibo River.
(BA NP 286(5)) 20/02

Page 7—Line 47/R; read:

Pilotage.—Pilotage is compulsory for vessels over 50 grt. Requests for a pilot
(BA NP 286(3)) 20/02

Page 9—Lines 33 to 39/L; read:

50 grt. Vessels should send their ETA 36 hours, 24 hours, and 12 hours prior to arrival at the Approach Lighted Buoy; if necessary, the vessel should amend its ETA after the 12-hour message. The pilot will be ordered only after the 12-hour or amended ETA message is received.

The pilot boards in the vicinity of the Approach Lighted Buoy.

Regulations.—A Vessel Traffic Services Zone (VTSZ) has been established in the Suriname River. All vessels will contact the Paramaribo Harbor Office on VHF channel 12, as follows:

1. When vessels require an update on passage through the Bridge Line.
2. When entering or departing the Construction Zone (CZ).
3. When reporting arrival at or departure from the VTSZ.

Vessels awaiting departure from a berth or anchorage and intending to pass through the CZ shall contact the Paramaribo Harbor Office and request clearance to depart; instructions for passing through the CZ will then be provided.

Vessels shall contact the Paramaribo Harbor Office on VHF channel 12 when passing the Reporting Points listed in the accompanying table.
(BA NP 286(5); US CH 24375) 20/02

Page 9—Line 39/R; insert after:

New table titled "**Paramaribo VTSZ Reporting Points**" from back of this Subsection.
(BA NP 286(5)) 20/02

Page 104—Line 39/L; read:

48 hours notice of the ETA; the ETA should be confirmed

24 hours in advance. The pilot boards about 2 miles S of the lightship.

(BA NP 286(5); BA NM 16/02, Section VI) 20/02

Page 120—Line 25/R; read:

by 36°30'S, and is mandatory for foreign vessels over 24m in length.
(BA NP 286(5)) 20/02

Page 121—Line 2/L; read:

listed in the CONTRASE system below (see paragraph 5.39), as appropriate.
(NIMA) 20/02

Page 123—Line 7/L; read:

iii. Near paired Lighted Buoys No. 5.
(BA NP 286(5)) 20/02

Page 123—Line 10/L; read:

vi. Near Km 57 Lighted Buoy.
(NIMA) 20/02

Page 123—Line 25/L; read:

VHF channel 14 or 81:
(BA NP 286(5)) 20/02

Page 123—Line 44/L; read:

5. Before shifting anchorage, changing berths, or moving within the port, obtain permission, stating vessel's name, flag, call sign, and destination. Permission normally remains valid for 15 minutes.

6. Before leaving port, obtain permission, stating
(BA NP 286(5)) 20/02

Page 123—Line 49/L; read:

Tidal prediction broadcasts are made daily for the Rio
(NIMA) 20/02

Page 137—Lines 8 to 9/L; read:

destination, and navigational plan, as well as the vessel's ETA at the points listed below:

- a. When 3 miles off the end of the S breakwater.
- b. At the waiting area.
- c. Inside the Antepuerto.

(NIMA) 20/02

Page 137—Line 13/L; read:

with ETA at destination and ask "canal libre?" (channel clear?).

(BA NP 286(5)) 20/02

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Page 137—Line 17/L; read:
be requested through the agent 12 hours in advance.
(BA NP 286(5)) 20/02

Page 137—Lines 25 to 27/L; read:
8. On departure, the following must be done:
a. In the Antepuerto, ask "canal libre?" (channel clear?).
b. In the waiting area, report "canal liberado" (channel cleared).
c. When 30 miles off, report the vessel's name, flag, and call sign.
(NIMA) 20/02

Page 140—Line 17/L; read:
doctor on board. Permission normally remains valid for 15 minutes.
(BA NP 286(5)) 20/02

Page 150—Line 30/R; insert after:
Pilots board about 5.5 miles SSW of Punta Villarino.
(BA NP 286(5); US CH 23115) 20/02

Page 171—Line 28/L; read:
67, giving call sign, nationality, cargo, port of origin, destination, and any other information that
(BA NP 286(5)) 20/02

Page 222—Line 47/L; read:
The inbound Entry Report should state the vessel's name, call sign, type
(NIMA) 20/02

Page 222—Line 50/L; insert after:
The outbound Exit Report should state the vessel's name, call sign, type of vessel, date of exit, time of exit (in local time), intentions, and the location of vessel's transshipment documentation (if vessel was engaged in transshipment operations).
(BA NP 286(5)) 20/02

PUB 157 8 Ed 2000 LAST NM 14/02

Page 9—Lines 24 to 25/R; read:
Caution.—An overhead power line with a vertical clearance of 19m extends from An Do to the mainland. Shoals, with a depth of 6.4m, lie about 2.3 miles SSW of the W end of Geumo Do.
(BA NM 12/02) 20/02

Page 11—Lines 49 to 52/L; read:
Pilots board, as follows:
1. Vessels of less than 13m draft and 50,000 gross tons—34°44.4'N, 127°49.8'E.
2. Vessels of 13m draft and over—34°40.7'N, 127°55.8'E.
(BA NM 12/02) 20/02

PUB 163 8 Ed 2002 LAST NM 18/02
Page 84—Line 13/R; read:
paragraph 3.32.
(NIMA) 20/02

PUB 172 9 Ed 2001 LAST NM 18/02
Page 155—Line 5/L; insert after:
Caution.—Less water than charted has been reported (2002) up to 1 mile from the coast between Ras Caluula and a position about 2.5 miles W of Ras Caluula.
(16(1666)02 Taunton; US CH 62050) 20/02

PUB 194 8 Ed 2000 LAST NM 18/02
Page 6—Lines 5 to 27/R; read:

1.4 The port of Helsingborg is situated on the E bank of the narrowest part of The Sound, directly opposite the Danish port of Helsingor. The industrial part of the city is situated at its S end. The port, which is a main ferry terminal, consists of three sheltered harbors and is open for navigation throughout the year.

Tides—Currents.—Gales from between W and N usually raise the water level and gales from between E and S usually lower it. The maximum variations in water level are 1.7m above and 0.9m below mean level. During calm weather, the variation in water level is slight.

The currents outside the harbor are variable and frequently strong. There are often surface and bottom currents setting at the same time in different directions and with different velocities. The current usually sets N near the entrances. However, with winds from between W and N, the current may set S, with the change occurring quickly.

Depths—Limitations.—Nordhamnen, or the North Harbor, is the old port fronting the center of the city. It is protected on the S side by a short detached breakwater and on the N side by a curved breakwater. The N entrance, which has a depth of 9m, is used only by small vessels due to the current setting across it. The S entrance has a depth of 10m and is 90m wide. Nordhamnen provides four basins.

Cityhamnen (Basin 1), the N most basin, has a depth of 6.8m and is used by small craft. A marina, with a separate entrance, lies N of this basin.

Inre Hamnen (Basin 2) has depths of 3.6 to 6m; the berths on the S side are used by ro-ro automobile ferries.

Sodra Hamnen (Basin 3) has depths of 6 to 8m; the berths on the N side are used by railroad ferry traffic.

Ocean Harbor (Basin 4) is the outermost basin. The E quay is 480m long and has depths of 8 to 10m alongside. The W quay provides one cargo berth and two ro-ro ferry berths, 90 to 130m long, with depths of 7 to 8.5m alongside.

Vessels up to 180m in length, 35m beam, and 8.5m draft can be accommodated in Nordhamnen.

Vasthamnen, or West Harbor, is situated 0.7 mile S of Nordhamnen and has an entrance facing S, with a depth of 13m. The harbor has two basins and provides terminals for ferries, ro-ro, and container vessels. The large basin has two quays, 265m and 300m long, with depths of 13m alongside. The small basin has two quays, 184m and 220m long, with depths of 9m alongside. Vessels up to 225m in length and 11.7m draft can be handled.

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Sydhammen, or the South Harbor, lies close S of Vasthamnen and contains Basins 5, 6, and 7. Basin 5 provides two oil berths, with depths of 11m alongside, which can be used by tankers up to 10.5m draft. Basin 6 provides a grain terminal berth, 460m long, with depths of 10.5 to 13.5m alongside. Basin 7 has 1,350m of quayage and provides ten cargo berths, with depths of 8 to 11.5m alongside.

Bulkhamn, previously known as Kopparverkkshammen, is situated 0.8 mile SSE of Sydhammen. This bulk harbor is privately owned and serves the adjacent copper works.

The quay at the W side of the harbor basin is 440m long. It provides seven berths and has depths of 7 to 10.5m alongside. The quay at the E side is 180m long. It provides three berths, with a depth of 7m alongside. Vessels up to 10m draft can be handled.

The port can accommodate vessels up to 65,000 dwt, 230m in length, and 12.3m draft.

Aspect.—A main light is shown from a prominent tower on a house, 18m high, standing at the root of the curved breakwater at the N side of Nordhamnen.

The harbor entrance channels are indicated by lighted ranges, which may best be seen on the chart.

Karnan Tower, red and square, stands on high ground about 0.6 mile NE of the entrance to Nordhamnen and is prominent from seaward. A water tower and a radio mast, both conspicuous, are situated about 1 mile NNE and 0.6 mile ENE, respectively, of Karnan Tower.

A conspicuous chimney stands at a heating plant on the N side of Vasthamnen and several prominent silos are situated within Sydhammen. A number of prominent chimneys stand in the N part of Bulkhamnen.

Pilotage.—For information concerning pilotage in The Sound, see paragraph 1.1. A main pilot station is located at Helsingborg. Pilotage for the port is available 24 hours and is compulsory for the following vessels:

1. All category 1 vessels.
2. Category 2 vessels of 80m length and over or 15m beam and over.
3. Category 3 vessels of 90m length and over or 16m beam and over.

All ordering of pilots must be made through Malmo VTS (see paragraph 1.12). Generally, pilots for the harbors board northbound vessels in the vicinity of the M7 lighted buoy (55°58.9'N., 12°41.5'E.) and southbound vessels in the vicinity of the M1 lighted buoy (56°07.3'N., 12°31.7'E.) or the M3 lighted buoy (56°04.6'N., 12°36.8'E.).

Regulations.—A Vessel Traffic Service (VTS) system controls shipping movements, including ferries, within the approaches to the port.

All vessels should send a report at least 24 hours in advance to the port authority.

Vessels should report at least 1 hour in advance of arrival or departure to the Harbor Radio on VHF channel 11 in order to obtain traffic information.

Vessels should report to the VTS Port Control Center (Helsingborg) on VHF at least 30 minutes prior to entering the fairways leading to the harbors or departing a berth.

Vessels with a draft exceeding 2.4m are restricted to a speed of 4 knots within the harbors.

Anchorage.—Anchoring in the roadstead of the port should be avoided because of the close proximity to the in-shore lanes of the TSS and the heavy volume of ferry traffic. (BA NP 18; BA NP 286; Lloyds Ports) 20/02

Page 6—Lines 28 to 32/R; strike out. (NIMA) 20/02

Page 7—Lines 1 to 35/L; strike out. (NIMA) 20/02

Page 7—Lines 1 to 13/R; strike out. (NIMA) 20/02

Page 8—Lines 1 to 13/L; strike out. (NIMA) 20/02

Page 8—Lines 1 to 26/R; strike out. (NIMA) 20/02

Page 9—Lines 1 to 24/L; strike out. (NIMA) 20/02

Page 9—Lines 1 to 6/R; strike out. (NIMA) 20/02

Page 10—Lines 3 to 37/L; read:

Gilleleje (56°08'N., 12°19'E.), a resort town, is fronted by a small harbor, which is protected by breakwaters. The entrance is 40m wide, has a depth of 4.5m, and faces NNE. The harbor is mostly used by fishing vessels and pleasure craft. A dredged channel leads SSW through the dangers lying in the approaches to the entrance. Vessels up to 40m in length, 9m beam, and 3.6m draft can enter.

A prominent water tower and a church, with a conspicuous black spire, stand in the town.

Gilleleje Flak, a shoal area, extends up to about 1.8 miles N of Gilleleje harbor. It has depths of 2.5 to 7.2m and is marked by buoys.

Nakkehoved Light (56°07'N., 12°21'E.) is shown from a prominent tower, 21m high, standing 1 mile ESE of Gilleleje.

Hornbaek (56°06'N., 12°28'E.), a small fishing harbor, is situated 5 miles ESE of Gilleleje and protected by breakwaters.

Hornbaek Bugt, extending NW of the harbor, affords temporary anchorage to sailing vessels that have been prevented by adverse current and wind from entering the narrow part of The Sound.

A conspicuous windmill, without sails, stands at Dronninge, 2.5 miles W of Hornbaek.

Alsgarde (56°05'N., 12°32'E.), a fishing village, is situated about 3 miles ESE of Hornbaek. A pier, 150m long, fronts the E side of the village and has a depth of 1.5m alongside its head.

Odinshoj windmill, without sails, stands about 0.3 mile WNW of Alsgarde and is conspicuous from seaward.

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A conspicuous red factory, with a tall chimney, is situated at Hellebaek, about 3.5 miles ESE of Hornbaek.

Julebaek Light (56°04'N., 12°34'E.) is shown from a prominent hut, 4m high, standing about 1.5 miles SE of Alsgarde.

Kronborg Pynt (56°02'N., 12°37'E.), situated 2.2 miles SE of Julebaek Light, is steep-to. Kronborg Castle stands on this point and is very conspicuous. This castle was the setting for Shakespeare's Hamlet.

A main light is shown from a tower, 32m high, surmounting the NE part of the castle.

Helsingor Nordhaven (56°02'N., 12°37'E.), situated 0.3 mile NW of Kronborg Pynt, is an extensive marina. It is protected from N by a long curved breakwater. The entrance faces SE and is 35m wide. Small craft and yachts up to 35m in length, 6m beam, and 2.5m draft can enter.

Caution.—Several shoal patches, with depths of less than 10m, front the shore between Nakkehoved Light and Hornbaek, about 6 miles ESE. Large vessels should avoid proceeding into depths of less than 20m in this area.

Helsingor (Elsingor) (56°02'N., 12°37'E.)

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1.6 Helsingor, a commercial port, is situated close W of Kronborg Pynt. The ferry service between this harbor and Helsingborg, Sweden, provides the principal port activity.

Winds—Weather.—The water level may be raised by up to 1.5m by winds from between WNW and N. It may be lowered by up to 1.2m by winds from between ESE and S.

Ice.—Navigation may be hampered to some extent by ice during severe winters, but the harbor is always kept open by icebreakers.

Tides—Currents.—The tidal range is negligible.

The N-going current sets past the head of the S breakwater and toward the shore W of Kronhoved, a point lying 0.2 mile SW of Kronborg Pynt. At the same time an eddy often sets W along the shore, turning S toward the harbor entrance.

The S-going current sets SW from Kronborg Pynt and across the harbor entrance. The current can attain a velocity of 3 knots, at times.

Depths—Limitations.—The main harbor basin, which provides 2,100m of quayage, is entered between two breakwaters. The entrance is 61m wide and has a depth of 7.5m. The basin has 16 berths, 23 to 160m long, with depths of 4 to 7.5m alongside. There are facilities for ferries, general cargo, container, tanker, ro-ro, and cruise vessels. Vessels up to 170m in length, 30m beam, and 6.6m draft can be accommodated.

It is reported (2001) that a ferry berth, with a depth of 17m alongside, is located close S of the S breakwater.

Aspect.—Kronborg Castle stands on Kronborg Pynt, close E of the harbor. Two prominent churches are situated in the town. Lights are shown from structures, 6m high, standing on the breakwater heads.

Pilotage.—For information concerning pilotage in The Sound, see paragraph 1.1. Pilotage for the port is provided by the main station at Kobenhavn (SOUNDPILOT). Vessels

should send a request for pilotage and an ETA at least 6 hours in advance. Pilots can be contacted by VHF and board in the vicinity of the M1 lighted buoy (56°07'N., 12°31'E.).

Pilotage for the port is compulsory for oil tankers, loaded chemical carriers, and gas tankers. Pilotage is recommended for all vessels without local knowledge.

Tankers, whose Master has called at the harbor at least five times within the past 6 months, are exempt from compulsory pilotage, but such vessels must establish radio contact with the port authority and maintain a listening watch on VHF channel 16.

Regulations.—Vessels leaving must wait for vessels entering. Vessels entering should sound one long blast, in sufficient time.

Speed within the harbor is restricted to 3 knots, but vessels may maintain a speed of 6 knots during entry and departure.

Anchorage.—Anchorage may be obtained in Helsingor Redd (56°01'N., 12°37'E.), the roadstead area lying S of Kronborg Pynt. A strong current, which diminishes in strength as the distance from Kronborg Pynt increases, may be experienced in this roadstead. When approaching the anchorage, caution is required due the number of ferries transiting this area. Vessels are advised not to anchor in that part of the roadstead located close N of Snekkersten (56°01'N., 12°36'E.) because the holding ground is too soft and numerous abandoned cables and anchors lie on the bottom.

(BA NP 18; BA NP 286; Lloyds Ports) 20/02

Page 10—Lines 1 to 45/R; strike out.
(NIMA) 20/02

Page 11—Lines 1 to 55/L; strike out.
(NIMA) 20/02

COAST PILOT CORRECTIONS

COAST PILOT 4 **33 Ed 2001** **Change No. 24**
LAST NM 19/02

Page 194—Paragraph 30, lines 1 to 2; read:

Charts 12204, 12205.—Currituck Beach Light
(36°22'37"N., 75°49'47"W.), 158 feet above the water, is shown from a red conical ...
(13/02 CG5; LL/02) 20/02

Page 194—Paragraph 33, line 1; read:

Bodie Island Light (35°49'07"N., 75°33'48"W.), 156 feet ...
(13/02 CG5; LL/02) 20/02

Page 195—Paragraph 62 to Page 196—Paragraph 63, line 3; read:

The submerged wreckage of the Civil War Ironclad **MONITOR**, about 7.7 miles south of the eastern limit of Diamond Shoals, has been designated **USS Monitor National Marine**

...
(13/02 CG5; LL/02) 20/02

COAST PILOT 4 (Continued)

Page 196—Paragraph 74, line 1; read:

Ocracoke Light (35°06'32"N., 75°59'10"W.), 75 feet above ...
(13/02 CG5; LL/02) 20/02

Page 197—Paragraph 86, line 4; read:

(34°37'22"N., 76°31'28"W.), 156 feet above the water, is shown ...
(13/02 CG5; LL/02) 20/02

Page 209—Paragraph 314, line 6; read:

piers were reported to be 2 feet in September 2000. Gasoline, diesel ...
(CL 1086/01) 20/02

Page 319—Paragraph 33, lines 2 to 8; read:

canal a short distance eastward of Great Bridge. In 1998, depths of 8 feet were reported in the approach and alongside the piers in the basin. Berthage with electricity, water, ice, gasoline, and diesel fuel are available. A 30-ton lift is in the basin; hull and engine repairs can be made.
(CL 637/99) 20/02

Page 327—Paragraph 184, lines 7 to 8; read:

clearance of 91 feet. A small-craft facility at **Mile 558.1** is just above the bridge on the east side of the waterway. Berths, gasoline, diesel fuel, electricity, water, ice, pump-out, marine supplies, and repairs are available. In February 2001, a depth of 6 feet was reported in the approach and 8 feet alongside.
(CL 635/99; CL 974/01) 20/02

Page 341—Paragraphs 470 to 472; read:

On the west side of the lake at **Mile 1019.8**, there is a boat yard and marina. The marina can accommodate vessels to 220 feet with drafts to 12 feet. Electricity, diesel fuel, gasoline, ice, and provisions are available. Major repairs can be made; mobile lifts to 300 tons, fixed lift to 125 tons. Stores, motels, and the Palm Beach International Airport are nearby.
(CL 776/00) 20/02

Page 348—Paragraph 596, lines 7 to 13; read:

range and a light. In March 1999, 4 feet was reported in the north channel; and in December 1998, 6 feet was reported in the south channel. The remains of a daybeacon structure at the entrance to the south channel in about 25°30'25"N., 80°15'28"W., are reported to be a hazard to navigation; caution is advised.
(CL 1975/98; NOS 11465) 20/02

COAST PILOT 5 29 Ed 2002 Change No. 12
LAST NM 17/02

Page 257—Paragraph 287, lines 10 to 12; read:

Escambia River. In November 2001, the controlling depth was 7.4 feet (10.0 feet at midchannel) to the mouth of Escambia River, thence 3.6 feet (5.2 feet at midchannel) to

the head of the Federal ...

(CL 151/02) 20/02

Page 257—Paragraph 289, line 5; read:

feet. In February 2002, a replacement fixed bridge with a design clearance of 42 feet was under construction immediately below the fixed bridge. There is a nylon fiber plant and some commerce in cypress ...
(CL 349/02; 06/02 CG8) 20/02

Page 262—Paragraph 62, lines 6 to 7; read:

River. In August 2001, the controlling depth was 6.7 feet (7.0 feet at midchannel) to the highway bridge across the mouth of ...
(CL 1750/01) 20/02

Page 269—Paragraph 197, lines 4 to 5; read:

span with a clearance of 8 feet. The bridgetender monitors VHF-FM channel 13; call sign KQ-7197. In January 2002, a submerged obstruction was reported SW of the bridge in about 30°22'07"N., 88°33'50"W.; extreme caution is urged. U.S. Route 90 highway ...
(CL 600/00; 03/02 CG8) 20/02

Page 366—Paragraph 148; strike out.

(09/02 CG8) 20/02

Page 382—Paragraph 83, lines 2 to 4; read:

provides excellent shelter for small craft. In July 2001, the entrance to the bayou had a reported controlling depth of about 4 feet; thence in 1997, 3.5 feet was reported in the bayou. A highway bridge over the bayou has a 32-foot fixed span ...
(CL 216/02; 11/02 CG07) 20/02

Page 448—Paragraph 209; insert after:

Coast Guard Maritime Safety Line.—For current local waterway information, port openings, closures, and restrictions from the Mississippi River to the Atlantic Ocean, telephone 1-800-682-1796; Puerto Rico, telephone 787-706-2415.
(01/02 CG8) 20/02

COAST PILOT 5 29 Ed 2002 Change No. 13

Page 88—Paragraph 1654, line 7 to Page 89—Paragraph 1717; read:

protection, or national security.

§160.207 [Suspended]

§160.T208 Notice of arrival: Vessels bound for ports or places in the United States.

(a) The owner, agent, master, operator, or person in charge of a vessel on a voyage of 96 hours or more must submit the information under paragraph (c) of this section at least 96 hours before entering the port or place of destination.

(b) The owner, agent, master, operator, or person in charge of a vessel on a voyage of less than 96 hours must

COAST PILOT 5 (Continued)

submit the information under paragraph (c) of this section prior to departing the port or place of departure, but no less than 24 hours before entering the port or place of destination.

(c) The following information must be submitted as prescribed by §160.T204:

(1) Name of port(s) or place(s) of destination in the United States;

(2) Estimated date and time of arrival at each port or place;

(3) Name of the vessel;

(4) Country of registry of the vessel;

(5) Call sign of the vessel;

(6) International Maritime Organization (IMO) international number or, if vessel does not have an assigned IMO international number, the official number of the vessel;

(7) Name of the registered owner of the vessel;

(8) Name of the operator of the vessel;

(9) Name of the classification society of the vessel;

(10) General description of cargo onboard the vessel (e.g.: grain, container, oil, etc.);

(11) Date of departure and name of the port from which the vessel last departed;

(12) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;

(13) Location or position of the vessel at the time of the report;

(14) A list of crewmembers onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality;

(iv) Passport number or mariners document number; and

(v) Position or duties on the vessel;

(15) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality; and

(iv) Passport number.

(d) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (c)(14) and (c)(15) of this section.

(e)(1) Any changes to the information required by paragraphs (c) or (h) of this section must be reported as soon as practicable but no less than 24 hours before entering the port of destination.

(2) Any changes to the arrival time or the departure time in a submitted notice of arrival (NOA) that are less than six (6) hours need not be reported.

(3) When reporting changes, only report specific items to be corrected in the submitted NOA report. Do not resubmit the entire NOA report.

(f) International Safety Management (ISM) Code (Chapter IX of SOLAS) Notice. If you are the owner, agent, master, operator, or person in charge of a vessel that is 500 gross tons or more and engaged on a foreign voyage to the United States, you must provide the ISM Code notice described in paragraph (g) as follows:

(1) ISM Code notice beginning January 26, 1998, if your

vessel is—a passenger vessel carrying more than 12 passengers, a tank vessel, a bulk freight vessel, or a high-speed freight vessel.

(2) ISM Code notice beginning January 1, 2002, if your vessel is—a freight vessel not listed in paragraph (f)(1) of this section or a self-propelled mobile offshore drilling unit (MODU).

(g) ISM Code notice includes the following:

(1) The date of issuance for the company's Document of Compliance certificate that covers the vessel.

(2) The date of issuance for the vessel's Safety Management Certificate, and,

(3) The name of the Flag Administration, or the recognized organization(s) representing the vessel flag administration, that issued those certificates.

(h) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage may submit one consolidated Notification of Arrival at least 96 hours before entering the port or place of destination. The consolidated notice must include the port name and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of paragraph (e) of this section concerning changes to required information.

§160.209 [Reserved]**§160.211 [Suspended]****§160.T212 Notice of arrival: Vessels carrying certain dangerous cargo.**

(a)(1) The owner, agent, master, operator, or person in charge of a vessel, other than a barge, carrying certain dangerous cargo that is bound for a port or place in the United States that is 96 hours or more away from the vessel's port of departure must report the information in paragraph (b) of this section at least 96 hours before entering the port or place of destination; or

(2) The owner, agent, master, operator, or person in charge of a vessel, other than a barge, carrying certain dangerous cargo that is bound for a port or place in the United States that is less than 96 hours away from the vessel's port of departure must report the information in paragraph (b) of this section prior to departing the port or place of departure, but no less than 24 hours before entering the port or place of destination.

(b) The following information must be submitted as prescribed by §160.T204:

(1) Name of port(s) or place(s) of destination in the United States;

(2) Estimated date and time of arrival at each port or place;

(3) Name of the vessel;

(4) Country of registry of the vessel;

(5) Call sign of the vessel;

(6) International Maritime Organization (IMO) international number or, if the vessel does not have an assigned IMO international number, the official number of the vessel;

(7) Name of the registered owner of the vessel;

(8) Name of the operator of the vessel;

(9) Name of the classification society of the vessel;

(10) Date of departure and name of the port from which the

COAST PILOT 5 (Continued)

vessel last departed;

(11) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;

(12) Location or position of the vessel at the time of the report;

(13) Name of each of the certain dangerous cargoes carried;

(14) Amount of each of the certain dangerous cargoes carried;

(15) Stowage location of each of the certain dangerous cargoes carried;

(16) General description of cargo, other than dangerous cargoes, onboard the vessel;

(17) Operational condition of the equipment under §164.35 of this chapter;

(18) A list of crewmembers onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality;

(iv) Passport number or mariners document number; and

(v) Position or duties on the vessel;

(19) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality; and

(iv) Passport number; and

(c) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (b)(18) and (b)(19) of this section.

(d)(1) Any changes to the information required by paragraphs (b) or (f) of this section must be reported as soon as practicable but no less than 24 hours before entering the port of destination.

(2) Any changes to the information required by paragraph (e) of this section must be reported as soon as practicable but no less than 12 hours before entering the port of destination.

(3) Any changes to the arrival time or the departure time in a submitted notice of arrival (NOA) that are less than six (6) hours need not be reported.

(4) When reporting changes, only report specific items to be corrected in the submitted NOA report. Do not resubmit the entire NOA report.

(e) The owner, agent, master, operator or person in charge of a barge bound for a port or place in the United States carrying certain dangerous cargo shall report the information required in paragraphs (b)(1) through (b)(6) and (b)(10) through (b)(19) of this section as prescribed by §160.T204 at least 12 hours before entering that port or place.

(f) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage may submit one consolidated Notification of Arrival at least 96 hours before entering that the first U.S. port or place of destination. The consolidated notice must include the port name and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of paragraphs (d) of this section concerning changes to required information.

§160.213 [Suspended]**§160.T214 Notice of departure: Vessels carrying certain dangerous cargo.**

(a) The owner, agent, master, operator, or person in charge of a vessel, except a barge, departing from a port or place in the United States for any other port or place and carrying certain dangerous cargo, must submit a notice of departure as prescribed by §160.T204 at least 24 hours before departing, unless this notification was made within 2 hours after the vessel's arrival, of the:

(1) Name of port(s) or place(s) of destination in the United States;

(2) Estimated date and time of arrival at each port or place;

(3) Name of the vessel;

(4) Country of registry of the vessel;

(5) Call sign of the vessel;

(6) International Maritime Organization (IMO) international number or, if the vessel does not have an assigned IMO international number, the official number of the vessel;

(7) Name of the registered owner of the vessel;

(8) Name of the operator of the vessel;

(9) Name of the classification society of the vessel;

(10) Date and time of departure and name of the port from which the vessel last departed;

(11) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;

(12) Location or position of the vessel at the time of the report;

(13) Name of each of the certain dangerous cargoes carried;

(14) Amount of each of the certain dangerous cargoes carried;

(15) Stowage location of each of the certain dangerous cargoes carried;

(16) General description of cargo other than dangerous cargoes, onboard the vessel;

(17) Operational condition of the equipment under §164.35 of this chapter;

(18) A list of crewmembers onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality;

(iv) Passport number or mariners document number; and

(v) Position or duties on the vessel;

(19) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality; and

(iv) Passport number; and

(b) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (a)(18) and (a)(19) of this section.

(c)(1) Any changes to the information required by paragraph (a) of this section must be reported prior to departing.

(2) Any changes to the arrival time or the departure time in a submitted notice of departure (NOD) that are less than

COAST PILOT 5 (Continued)

six (6) hours need not be reported.

(3) When reporting changes, only report specific items to be corrected in the submitted NOD report. Do not resubmit the entire NOD report.

(d) The owner, agent, master, operator, or person in charge of a barge departing from a port or place in the United States for any other port or place and carrying certain dangerous cargo shall report the information required in paragraphs (a)(1) through (a)(6) and (a)(10) through (19) of this section as prescribed by §160.T204 at least 4 hours before departing, unless this report was made within 2 hours after the barge's arrival.

(FR 10/04/01; CL 1999/01;

FR 11/19/01; FR 1/18/02) 20/02

**COAST PILOT 6 32 Ed 2002 Change No. 1
LAST NM 19/02**

Page 121—Paragraph 37, line 1; read:

Chart *1433.—The **International boundary** between the ...
(CL 82/01; CHS 1433) 20/02

Page 121—Paragraph 181, line 1; read:

Charts *1439, *2017, 14802.—**Kingston Harbour**, serving ...
(CL 82/01; CHS 1439) 20/02

Page 122—Paragraph 70, line 1; read:

Chart *1434.—Coming out of Wiley-Dondero Canal on ...
(CL 82/01; CHS 1434) 20/02

Page 123—Paragraph 85, line 5 to Paragraph 86, line 1; read:

Handbook for details.)
Iroquois, Ont., is a village on the NW side ...
(CL 82/01; CHS 1434) 20/02

Page 123—Paragraph 90, line 1; read:

Chart *1434, *1435.—The upbound channel coming out of Iroquois Lock is ...
(CL 82/01; CHS 1434; CHS 1435) 20/02

Page 124—Paragraph 109, line 1; read:

Chart *1435.—**Ogdensburg, N.Y.,** is a town and harbor ...
(CL 82/01; CHS 1435) 20/02

Page 125—Paragraph 139, line 1; read:

Charts *1435, 14770.—**Morristown, N.Y.,** is a village and ...
(CL 82/01; CHS 1435) 20/02

Page 125—Paragraph 149, line 5 to Paragraph 150, line 1; read:

and are a necessity for navigating any portion of this stretch.
Brockville Narrows is a ...
(CL 82/01; CHS 1435) 20/02

Page 126—Paragraph 152, line 1; read:

Charts *1435, 14770, 14771.—Coming out of Brockville ...
(CL 82/01; CHS 1435) 20/02

Page 126—Paragraph 158, line 1; read:

Charts *1436, 14771.—From Blind Bay, the vessel route ...
(CL 82/01; CHS 1436) 20/02

Page 126—Paragraph 160, line 1; read:

Charts *1437, 14772.—From Lone Brother Island, the ...
(CL 82/01; CHS 1437) 20/02

Page 126—Paragraph 162, lines 1 to 2; read:

Charts *1436, *1437, *1438, *1439, 14772, 14773, 14774.—**Canadian Middle Channel branches W ...**
(CL 82/01; CHS Cat. 3/00) 20/02

Page 126—Paragraph 165, line 1; read:

Charts *1437, 14772.—**Rockport, Ont.,** is a small village ...
(CL 82/01; CHS 1437) 20/02

Page 127—Paragraph 176, line 1; read:

Charts *1438, 14774.—**Gananoque, Ont.,** is a town at ...
(CL 82/01; CHS 1438) 20/02

Page 127—Paragraph 183, line 1; read:

Charts *1437, 14772.—From Whiskey Island Shoal, the ...
(CL 82/01; CHS 1437) 20/02

Page 127—Paragraph 192, line 1; read:

Charts *1437, 14772, 14773.—**American Narrows (Upper Narrows)** ...
(CL 82/01; CHS 1437) 20/02

Page 128—Paragraph 202, line 1; read:

Charts *1437, 14773, 14774.—Above American Narrows, ...
(CL 82/01; CHS 1437) 20/02

Page 128—Paragraph 210, line 6 to Paragraph 211, line 1; read:

Mast-stepping service is available at Calumet Island.
Above Clayton and Calumet ...
(CL 82/01; CHS 1437) 20/02

Page 128—Paragraph 212, line 1; read:

Charts *1438, 14802, 14774.—About 3 statute mile (2.6 ...
(CL 82/01; CHS 1438) 20/02

Page 128—Paragraph 217, line 1; read:

Charts *1438, *1439, 14802.—**Wolfe Island** is a large irregularly ...
(CL 82/01; CHS 1438; CHS 1439) 20/02

COAST PILOT 6 (Continued)

Page 128—Paragraph 218, line 1; read:

Charts *1438, 14802.—From Bartlett Point, the vessel ...
(CL 82/01; CHS 1438) 20/02

Page 128—Paragraph 220, line 1; read:

Charts *1439, 14802.—The vessel course turns S ...
(CL 82/01; CHS 1439) 20/02

Page 130—Paragraph 228, line 2 to Paragraph 229, line 1; read:

seasonally from Cape Vincent to Point Alexandria on Wolfe Island.

Charts *1439, 14802.—Point Alexandria (44°08.2'N., ...
(CL 82/01; CHS 1439) 20/02

COAST PILOT 6 32 Ed 2002 Change No. 2

Page 2—Paragraph 27, line 7; read:

address, <http://www.navcen.uscg.gov/lhm>.
(11/02 CG5) 20/02

Page 389—Paragraph 170; insert after:

Coast Guard Maritime Safety Line.—For current local waterway information, port openings, closures, and restrictions from the Mississippi River to the Atlantic Ocean, including the Great Lake Region, telephone 1-800-682-1796.

(01/02 CG8) 20/02

**COAST PILOT 7 33 Ed 2001 Change No. 14
LAST NM 19/02**

Page 183—Paragraph 135, lines 1 to 7; read:

In September 2001, the controlling depths were 14.4 feet (15 feet at midchannel) in the entrance, thence 8.2 feet at midchannel in the channel that leads WNW to the W basin, except for shoaling to 0.6 feet in the left outside quarter of the channel opposite Daybeacon 14; the entrance channel to the E basin had a depth of 10.2 feet. The harbor is well ...
(BP 176009) 20/02

Page 199—Paragraph 527, lines 2 to 3; read:

between the jetties, then turns E into the harbor. In September 2001, the controlling depths were 13.1 feet (18.7 feet at midchannel) in the entrance to the harbor; thence in March 2000, the reported controlling depth was 14 ...

(BP 176007) 20/02

Page 255—Paragraph 498, lines 2 to 7; read:

to the mouth of the Petaluma River. In February 2002, the controlling depths were 5.4 feet (7.5 feet at midchannel) in the dredged channel to the mouth of the river, except for shoaling to 2.6 feet in the right outside quarter just NW of channel Light 14; thence in 1996, 5.5 feet at midchannel to Schultz Slough; thence in June 2000, 5 feet at midchannel to the fixed highway bridge about 11 miles above the mouth, thence 2.4 feet (3.3 feet at midchannel) to McNear Canal, thence 3.1 feet in the right half with shoaling to bare in the left half of the channel to the turning basin at Petaluma;

depths of 3 to 5.5 feet were in the turning basin, except for shoaling to 1 foot in the NE corner.

(BPs 176681-85) 20/02

Page 273—Paragraph 84, lines 12 to 15; read:

entrance. In January-February 2002, the controlling depths were 1.2 feet (6.7 feet at midchannel) to Noyo Basin. Greater depths were available ...

(BPs 176567-69) 20/02

Page 286—Paragraph 58, lines 1 to 3; read:

In January 2002, depths alongside the E side of the wharf ranged from 10 feet at the S end with shoaling to 2 feet at the N end. Gasoline, diesel fuel, and water are piped to the ...

(BP 176439) 20/02

Page 293—Paragraph 212, line 8; read:

In December 2001, the controlling depth was 9 feet, except for shoaling to 5 feet in the SW corner of the turn in the channel. Gasoline, ...

(BP 176418) 20/02

Page 304—Paragraph 110, lines 1 to 6; read:

A boat basin is at **Hammond**. Its entrance is marked by a light and a daybeacon on the E and W jetties, respectively. In April 2000, the controlling depth was 6 feet in the basin channel with shoaling to lesser ...

(BP 171161) 20/02

COAST PILOT 7 33 Ed 2001 Change No. 15

Page 273—Paragraph 84, lines 3 to 5; read:

is on the N side of the entrance, and a small jetty is on the S side of the entrance. A fixed ...

(CL 47/02; LL/01) 20/02

Page 281—Paragraph 270, lines 1 to 3; read:

In January 2002, the controlling depths were 13.8 feet in the left half and 11 feet in the right half of the outer harbor channel to the basin N of ...

(BP 176433) 20/02

Page 281—Paragraph 279, lines 2 to 3; read:

accommodate about 500 boats. In January 2002, the controlling depths were 8.7 feet (12.3 feet at midchannel) in the entrance channel to the basin.

(BP 176433) 20/02

Page 289—Paragraph 137, line 8; read:

feet. In March 2002, a replacement fixed highway bridge over Haynes Inlet with a design clearance of 33 feet was under construction immediately N of the existing bridge.

(CL 362/02) 20/02

Page 323—Paragraph 71, lines 5 to 8; read:

In November 2000, the channel leading from deep water in Nahcotta Channel to the basin had a controlling depth of 5.2 feet, thence depths of 3 to 6 feet in the basin except for lesser

COAST PILOT 7 (Continued)

depths along the N edge and shoaling to bare in the NW corner. The entrance to the basin is marked by lights.
(BP 172877; NOS 18504) 20/02

Page 333—Paragraph 6, lines 11 to 13; read:
channel 5A to receive desired information on known traffic, aids to navigation discrepancies, and locally hazardous weather conditions. VHF-FM channel 13 should be used to make passing arrangements in U.S. waters and in Seattle Traffic's secondary frequency, however because channel 13 is not used in Canadian waters as the primary bridge-to-bridge radiotelephone channel, vessels are encouraged to use channel 5A to make passing arrangements in the Strait of Juan de Fuca. Preliminary calls to SEATTLE TRAFFIC on VHF-FM ...
(CL 285/02) 20/02

Page 348—Paragraph 274, lines 1 to 8; read:
An oil wharf is in Friday Harbor with a reported depth of 11 feet along the face. The wharf provides petroleum products for the island; gasoline, diesel fuel, water, and ice are available for small-craft. Just SE of the oil wharf are a charter dock and a ferry slip. SE of the ferry slip are condominiums with private docks.
The Port of Friday ...
(CL 71/02) 20/02

Page 366—Paragraph 82, line 3; read:
available. Reported depths of 15 feet can be taken to the floats.
(CL 71/02) 20/02

Page 367—Paragraph 94, lines 4 to 14; read:
and adjoining waters.
(CL 11/02) 20/02

COAST PILOT 9 20 Ed 2002 Change No. 1
LAST NM 12/02

Page 2—Paragraph 26, line 7; read:
address, <http://www.navcen.uscg.gov/lhm>.
(11/02 CG5) 20/02

Page 44—Paragraph 231, line 4; read:
Passes. Sections 160.T208, 160.T212, and 160.T214 do not apply to ...
(CL 1999/01; FR 11/19/01) 20/02

Page 45—Paragraph 271; read:
(1) For each U.S. port of arrival, provide the names of the receiving facility, the port or place of destination, the city, and state;
(FR 11/19/01; CL 1999/01) 20/02

Page 45—Paragraph 283; read:
(13) Location or position of the vessel at the time of the report;
(14) A list of crewmembers onboard the vessel. The list must include the following information for each person:

- (i) Full name;
 - (ii) Date of birth;
 - (iii) Nationality;
 - (iv) Passport number or mariners document number;
- and

- (v) Position or duties on the vessel;

(15) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

- (i) Full name;
- (ii) Date of birth;
- (iii) Nationality; and
- (iv) Passport number.

(d) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (c)(14) and (c)(15) of this section.

(e)(1) Any changes to the information required by paragraphs (c) or (h) of this section must be reported as soon as practicable but no less than 24 hours before entering the port of destination.

(2) Any changes to the arrival time or the departure time in a submitted notice of arrival (NOA) that are less than six (6) hours need not be reported.

(3) When reporting changes, only report specific items to be corrected in the submitted NOA report. Do not resubmit the entire NOA report.

(f) International Safety Management (ISM) Code (Chapter IX of SOLAS) Notice. If you are the owner, agent, master, operator, or person in charge of a vessel that is 500 gross tons or more and engaged on a foreign voyage to the United States, you must provide the ISM Code notice described in paragraph (g) as follows:

(1) ISM Code notice beginning January 26, 1998, if your vessel is—a passenger vessel carrying more than 12 passengers, a tank vessel, a bulk freight vessel, or a high-speed freight vessel.

(2) ISM Code notice beginning January 1, 2002, if your vessel is—a freight vessel not listed in paragraph (f)(1) of this section or a self-propelled mobile offshore drilling unit (MODU).

(g) ISM Code notice includes the following:

(1) The date of issuance for the company's Document of Compliance certificate that covers the vessel.

(2) The date of issuance for the vessel's Safety Management Certificate, and,

(3) The name of the Flag Administration, or the recognized organization(s) representing the vessel flag administration, that issued those certificates.

(h) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage may submit one consolidated Notification of Arrival at least 96 hours before entering the port or place of destination. The consolidated notice must include the port name and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of paragraph (e) of this section concerning changes to required information.

(FR 10/04/01; FR 1/18/02) 20/02

COAST PILOT 9 (Continued)

Page 45—Paragraph 290; read:

(1) For each U.S. port of arrival, provide the names of the receiving facility, the port or place of destination, the city, and state;

(CL 1999/01; FR 11/19/01) 20/02

Page 45—Paragraph 317; read:

(iv) Passport number.

(CL 1999/01; FR 11/19/01) 20/02

Page 46—Paragraph 328; read:

(1) For each U.S. port of arrival, provide the names of the receiving facility, the port or place of destination, the city, and state;

(CL 1999/01; FR 11/19/01) 20/02

Page 46—Paragraph 337, line 1; read:

(10) Date and time of departure and name of the receiving facility, the port or place of destination, the city, and state from ...

(CL 1999/01; FR 11/19/01) 20/02

Page 46—Paragraph 355; read:

(iv) Passport number.

(CL 1999/01; FR 11/19/01) 20/02

COAST PILOT 9 20 Ed 2002 Change No. 2

Page 95—Paragraph 217, line 4; read:

can hardly be detected. A buoy is on the E side of ...

(NOS 16700; LL/01; 22/96 CG17) 20/02

Page 113—Paragraph 499, lines 2 to 8; read:

anchorage for small craft near the center of the bay, about 0.8 mile from the head in 13 fathoms with a soft bottom. A mid-channel course should be followed until a prominent rock about 20 feet high, near the center of the bay, bears S approximately 0.2 mile. The portion of the bay beyond the rock is navigable in spots, but should be avoided because the area is foul.

(CL 1326/98; H-10785) 20/02

Page 123—Paragraph 664, lines 4 to 7; read:

9 fathoms or less. The best entrance is N of the island that chokes the mouth of the bay. The N passage is deeper and wider than the S passage. Extreme caution is advised because rocks and shoal areas abound.

(CL 45/00; H-10932) 20/02

Page 210—Paragraph 71, line 5; read:

W side of Shelikof Strait. These reefs and islets are also foul with heavy kelp. Passage should only be attempted with local knowledge.

(CL 412/02) 20/02

Page 210—Paragraph 74, line 12; read:

the 2.25 -fathom rock in 57°43'N., 155°27'W.

(CL 412/02) 20/02

Page 210—Paragraph 76, line 3; read:

channel has a least depth of 5 fathoms but is only about 350 yards ...

(CL 412/02) 20/02

Page 210—Paragraph 77, lines 1 to 2; read:

Anchorage in Puale Bay have the good holding qualities of a sand and mud bottom, but are considered to be indifferent or poor because they offer little protection from SE weather. S swells enter the bay a large part ...

(CL 412/02) 20/02

Page 215—Paragraph 171, line 3; read:

The N end of the island is steep-to, however, anchorage can be had off the NW shore of the island, in 6 to 20 fathoms, providing protection from S to E winds and S ocean swells.

(CL 411/02) 20/02

Page 215—Paragraph 172, line 5; read:

approached close to. Ledges on the S and E shores of the island are used as haulouts by Steller sea lions. Mariners should use caution while navigating near Kak Island.

(CL 411/02) 20/02

Page 215—Paragraph 173, line 6; read:

rock awash is close off the W side, and a shoal rising to 7.5 fathoms (13.7 meters) lies 0.3 miles W of the W point of the island.

(CL 411/02) 20/02

Page 360—Paragraph 261; read:

WXJ-63, Valdez (61°08'N., 146°21'W.), 162.55 MHz.

KXI-29, Whittier (60°47'N., 148°41'W.), 162.40 MHz.

(BP 174908) 20/02

Page 360—Paragraph 266; read:

WXJ-62, Nome (64°30'N., 165°25'W.), 162.55 MHz.

WXX-89, Unalaska (53°53'N., 166°32'W.), 162.55 MHz.

(BP 174908) 20/02

Paramaribo VTSZ Reporting Points		
From sea to Paramaribo	From Moengo to Paramaribo	From Paranam to Paramaribo
Lighted Buoy S8	Alkmaar	Sarnaukreek
Lighted Buoy Nieuw Amsterdam	Lighted Buoy Nieuw Amsterdam	Lighted Buoy D10
Lighted Buoy J1	Lighted Buoy J1	Lighted Buoy D2
Lighted Buoy J9	Lighted Buoy J9	CZ Northside 1
CZ Northside 1	CZ Northside 1	CZ Northside 2
CZ Northside 2	CZ Northside 2	CZ Southside 3
CZ Southside 3	CZ Southside 3	CZ Southside 4
CZ Southside 4	CZ Southside 4	Lighted Buoy J9
Lighted Buoy D2	Lighted Buoy D2	